

BookletChartTM

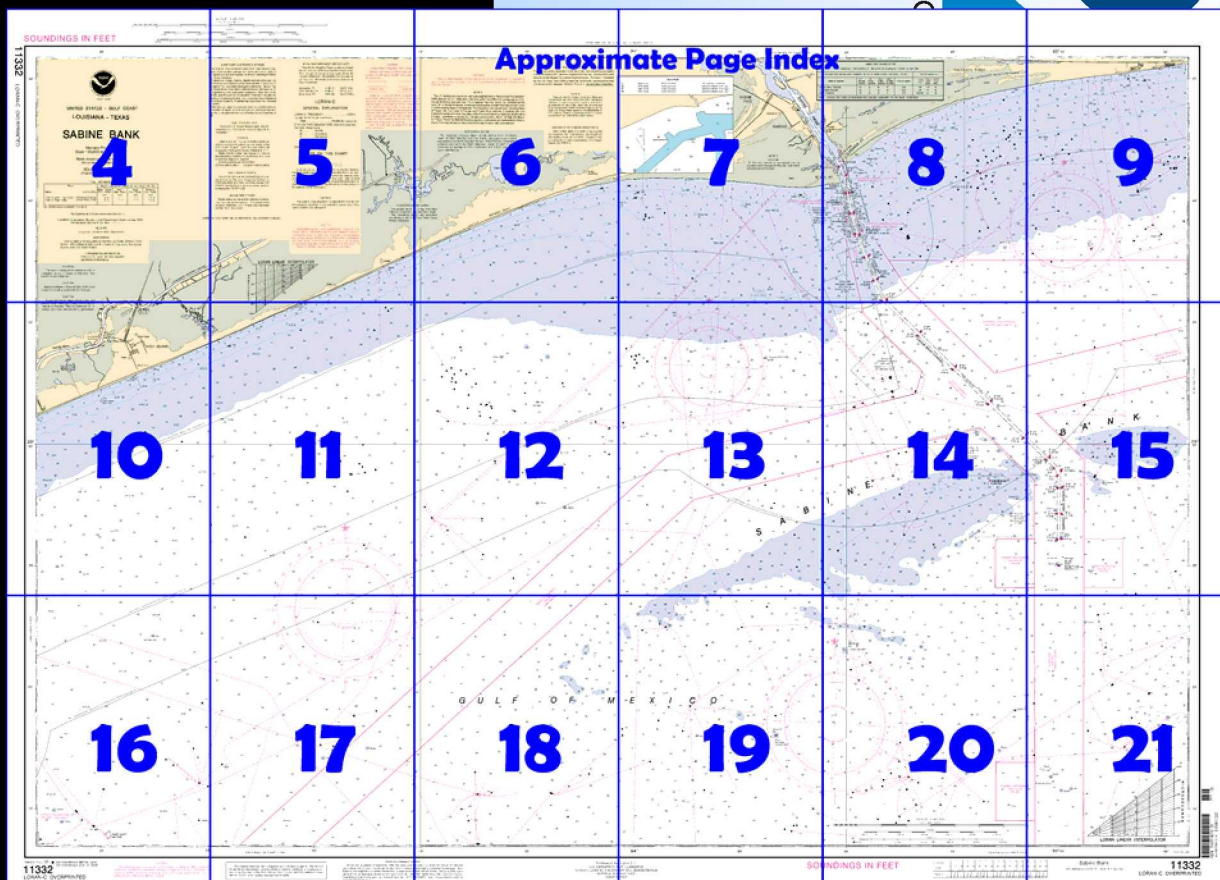
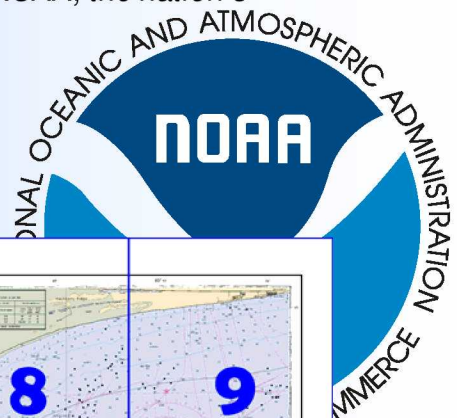
Sabine Bank

(NOAA Chart 11332)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

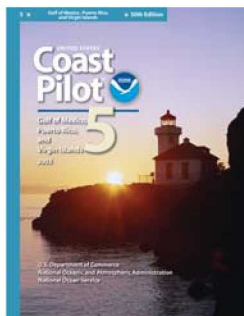
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 9, 10 & 12 excerpts]

(374) A spillway at **Mile 292.4W** contains **Shell Lake** and other lakes S of the waterway. Floodgates on the S side of the waterway at **Mile 305.4W** contain **Star Lake**.

(377) An oil loading terminal is in a slip on the N side of the waterway just E of the highway bridge. **High Island**, on the highway 1.5 miles S of the waterway, is an oil-producing center with numerous oil wells,

but has no facilities for passing craft.

(6) Sabine Pass and its connecting channels form an extensive system of deepwater routes leading inland as far as Beaumont and Orange, Texas. From Sabine Pass the coast follows a general WSW direction for 50 miles to Galveston Entrance. Except in the E part, deep water extends fairly close inshore. The coast is low and devoid of prominent features,

with the exception of High Island. Heald Bank, off the coast, has depths of 25 to 35 feet and is a danger to deep-draft vessels.

(7) Galveston Entrance is the approach to the cities of Galveston, Texas City, and Houston. Galveston Bay and tributaries form one of the larger commercial ports in the United States, and have extensive foreign and coastwise trade.

(13) **Sabine Pass East Jetty Light** (29°38'42"N., 93°49'24"W.), 42 feet above water, is shown from a cylindrical steel tower on piles at the S end of the jetty. A fog signal is at the light.

(57) **Sabine Pass** is a village on the W side of the pass about 1.5 miles N of Sabine. Shrimp boats base here.

(473) **Old Sabine Bank Light** (29°28'18"N., 93°43'24"W.), 30 feet above the water, is shown from a red conical tower on a cylindrical pier about midway of the bank. A lighted gong buoy, about 19 miles S of Calcasieu Pass, marks the E end of Sabine Bank.

(474) Sabine Bank Channel 11341 **Sabine Bank Channel** leads through Sabine Bank through a passage locally known as **Hole in the Wall**

11341Hole in the Wall. This is the most used passage and is marked by lighted buoys. Sabine Bank Channel Lighted Whistle Buoy SB

(29°25'00"N., 93°40'00"W.), equipped with a racon, marks the entrance channel. In February 1999, an obstruction was reported close SW of

Sabine Bank Channel Lighted Buoy 1 in about 29°26'01"N., 93°40'09"W. The depth in the channel may be reduced as much as 3 feet during northers. The E part of the bank has a number of oil well platforms. They are lighted.

(475) To the S of Sabine Bank and about 6 miles inside the 10-fathom curve, the bottom is somewhat irregular and broken, and several spots with depths of 35 feet or less are surrounded by depths 10 to 20 feet greater. There is an unmarked 28-foot shoal about 12 miles SE of Sabine Bank Light. These shoals lie near the track line of vessels making the passage through Hole in the Wall from the SE.

(476) N of Sabine Bank, general depths are 33 to 40 feet. In July 1982, shoaling from 3 to 6 feet less than charted depths was reported within 6 miles of the beach between Calcasieu Pass and Sabine Pass.

(477) **Vessels approaching the passes and entrances to the ports, or bound along the Gulf Coast between Calcasieu Pass and Brazos Santiago, should proceed in the charted shipping Safety Fairways.**

Table of Selected Chart Notes

Corrected through NM Feb. 04/06
Corrected through LNM Jan. 24/06

SUPPLEMENTAL INFORMATION
Consult U. S. Coast Pilot 5 for important supplemental information.

HEIGHTS
Heights in feet above Mean High Water.

INTRACOASTAL WATERWAY
The project depth is 12 feet from New Orleans, Louisiana to Aransas Pass, Texas. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

**NOTE B
CAUTION**
A 1990 reconnaissance hydrographic survey indicated depth changes in this area. Submarine pipelines may be exposed.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

For Symbols and Abbreviations see Chart No. 1

NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

MINERAL DEVELOPMENT STRUCTURES
Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◦ (Approximate location)

LORAN-C
GENERAL EXPLANATION

LORAN-C FREQUENCY 100kHz.
PULSE REPETITION INTERVAL
7980 79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M Master
W Secondary
X Secondary
Y Secondary
Z Secondary
EXAMPLE: 7980-X

RATES ON THIS CHART

9610-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX. Refer to charted regulation section numbers.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.801" northward and 0.633" westward to agree with this chart.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE X
The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and the limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

TIDAL INFORMATION					
Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Sabine Bank Lighthouse	(29°28'N/93°43'W)	2.8	----	----	-3.0
Sabine Pass (Jetty)	(29°39'N/93°50'W)	2.5	----	----	-3.0

(Jun 2002) Latest available information

11332 LORAN-C OVERPRINTED

SABINE BANK

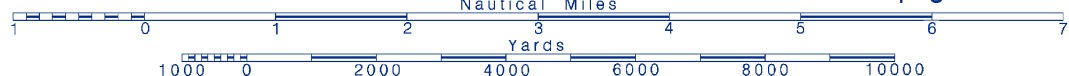
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean High Water	Mean Low Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Sabine Bank Lighthouse	(29°28'N/93°43'W)	2.6	----	----	-3.0
Sabine Pass (jetty)	(29°39'N/93°50'W)	2.5	----	----	-3.0

Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

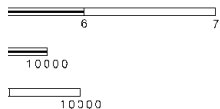
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

See Note on page 5.



4





15'

10'

05'

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Galveston, TX	KHB-40	162.55 MHz
Lake Charles, LA	KHB-42	162.40 MHz
Beaumont, TX	WXK-28	162.475 MHz

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY 100kHz
 PULSE REPETITION INTERVAL
 7980 79,800 Microseconds
 STATION TYPE DESIGNATORS: (Not individual station letter designators).
 M Master
 W Secondary
 X Secondary
 Y Secondary
 Z Secondary

EXAMPLE: 7980-X

RATES ON THIS CHART

9610-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

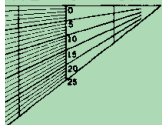
CAUTION

The Loran-C lines of position for rates 9610-Y and 9610-Z are adjusted based on limited available survey data. They have not been fully calibrated.

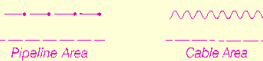
NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 6th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX. Refer to charted regulation section numbers.

INTERPOLATOR



CAUTION
SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE X

The 12 nautical mile territorial sea was established by Presidential Proclamation 5928, December 27, 1988, and is also the outer limit of the U.S. contiguous zone for the application of domestic law. The 3 nautical mile line, previously identified as the outer limit of the territorial sea, is retained because the proclamation states that it does not alter existing State or Federal law. The 9 nautical mile natural resources boundary off Texas, the Gulf coast of Florida, and Puerto Rico, and the 3 nautical mile line elsewhere remain the inner boundary of the Federal fisheries jurisdiction and the limit of states' jurisdiction under the Submerged Lands Act (P.L. 83-31; 67 Stat. 29, March 22, 1953). These maritime limits are subject to modification, as represented on future charts. The lines shown on the most recent chart edition take precedence.

SOURCE

The outlined areas represent the limit survey information that has been evaluated in this diagram by date and by the U.S. Army Corps of Engineers not shown on this diagram. Refer to

NO

Regulations for Obstruction lights are contained in 40 CFR. For information concerning requirements for use of the from the Environmental See U.S. Coast Pilot and EPA offices. Dumping dates may have reduced

MINERAL DEVELOPMENT

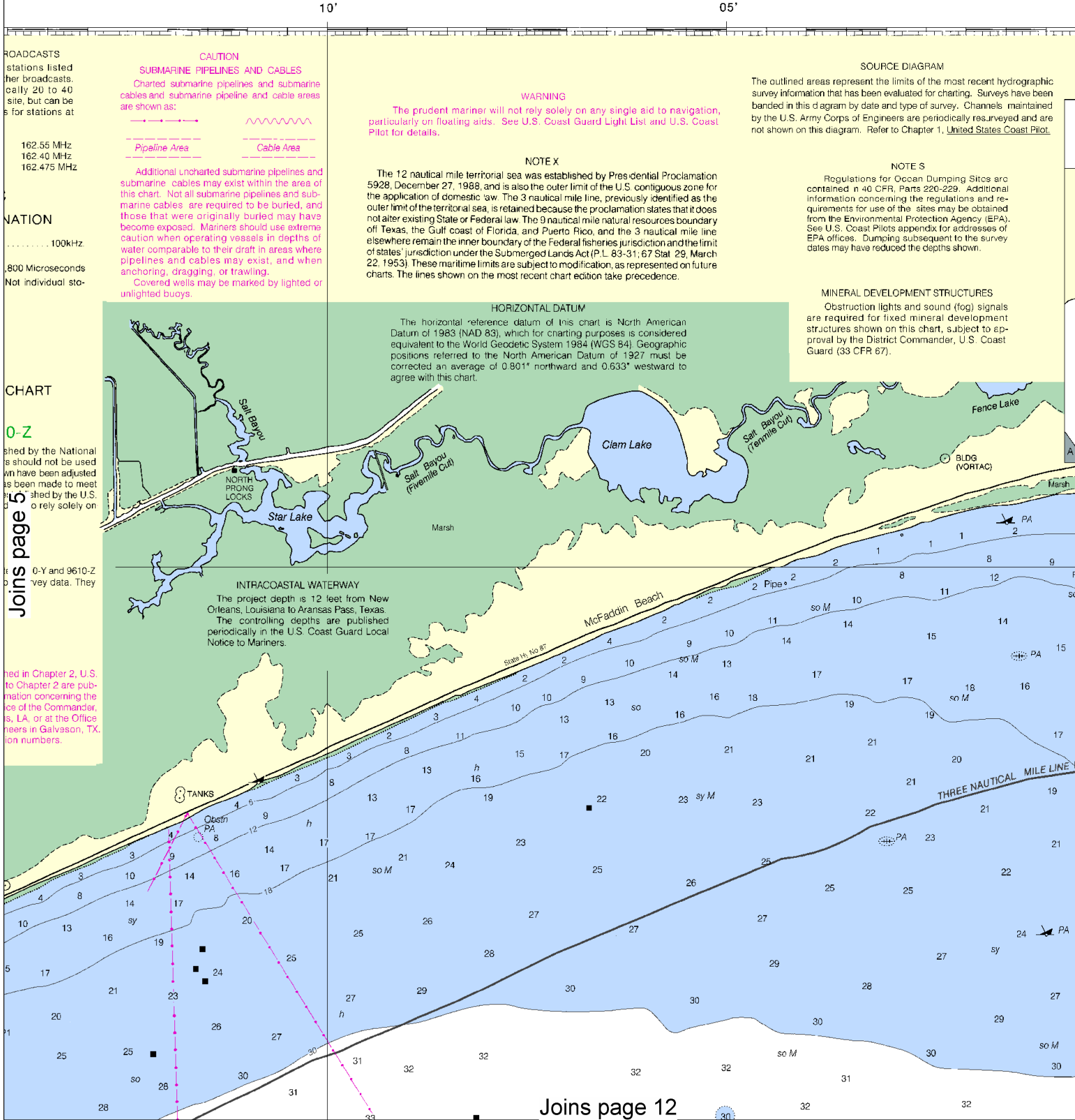
Obstruction lights are required for fixed structures shown on the map by the District of Guard (33 CFR 6.00)

Joins page 6

Joins page 11

This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

5



SABINE PASS CHANNEL DEPTHS									
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2009									
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	RIGHT INSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (MLLW FEET)	
SABINE BANK CHANNEL	36.4	37.1	38.8	33.5	5-09	800	12.8	42	
OUTER BAR CHANNEL	37.3	41.6	38.9	35.9	8-08	800	3.0	42	
JETTY CHANNEL	32.2	43.8	41.9	31.8	4-09	800-900	3.5	40	
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION									

SOURCE

OS Surveys	full bottom coverage
OS Surveys	partial bottom coverage
OS Surveys	partial bottom coverage
OS Surveys	partial bottom coverage

Joins page 7

Joins page 14

See Note on page 5.

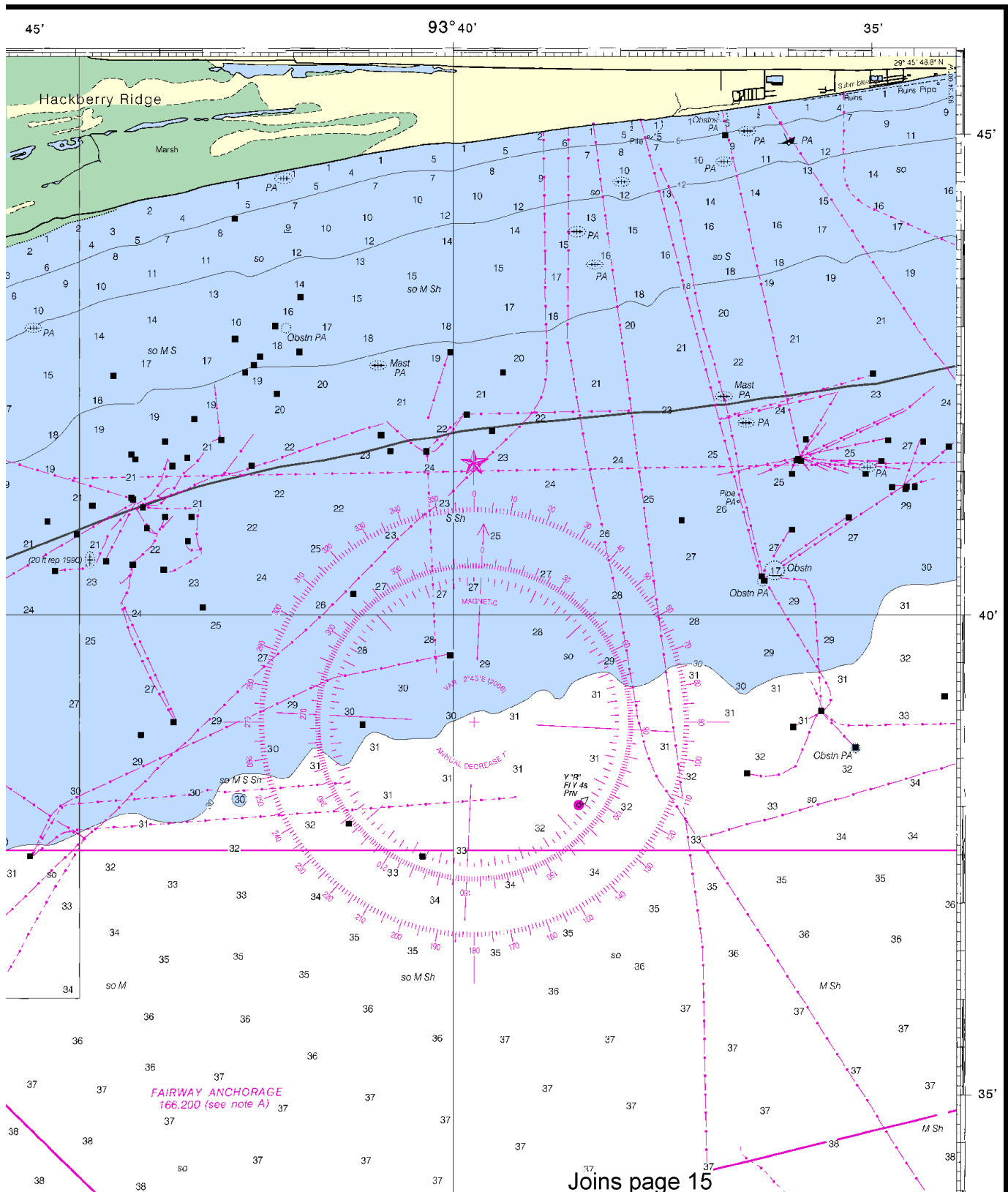
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Nautical Miles

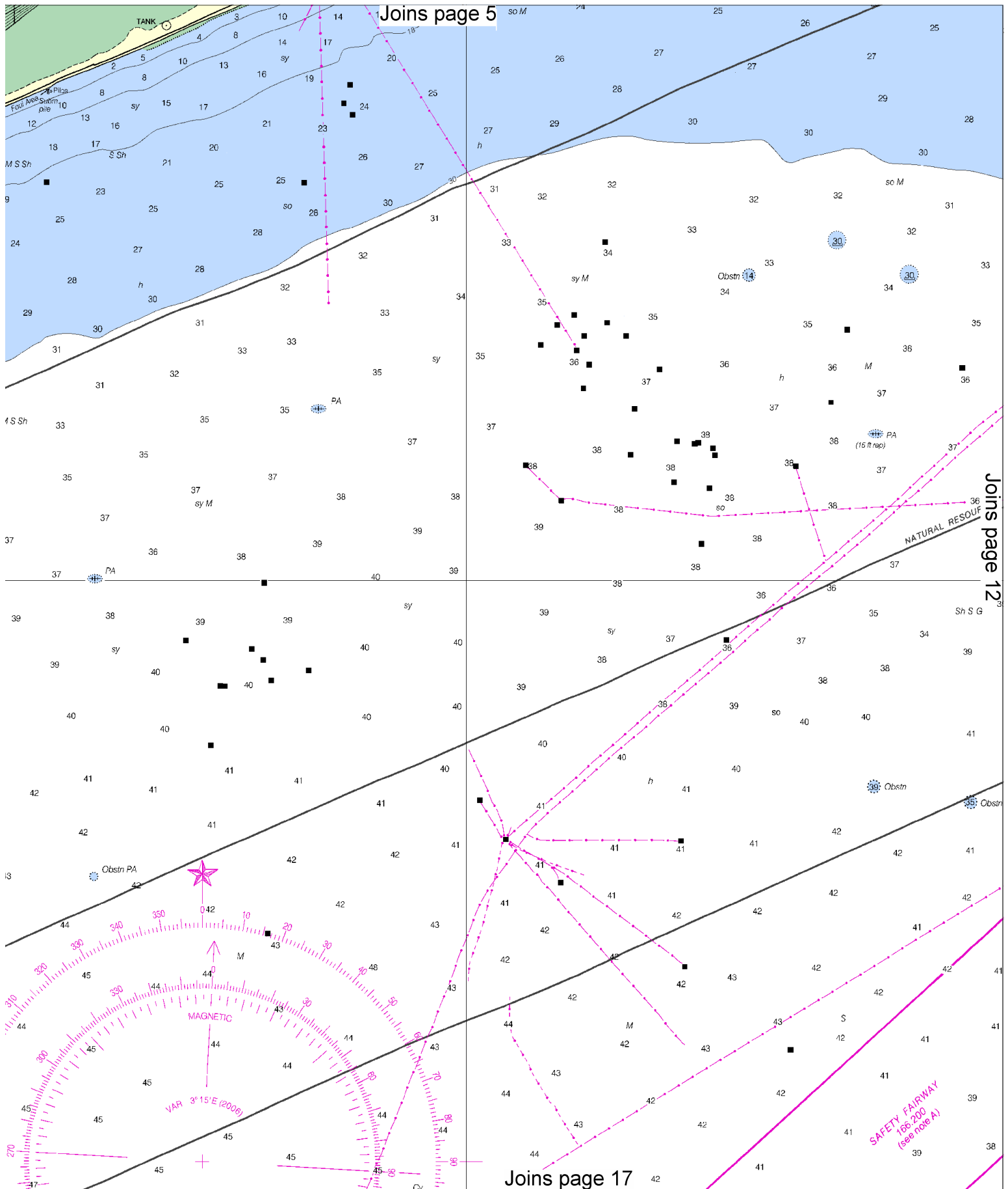
Nautical Miles

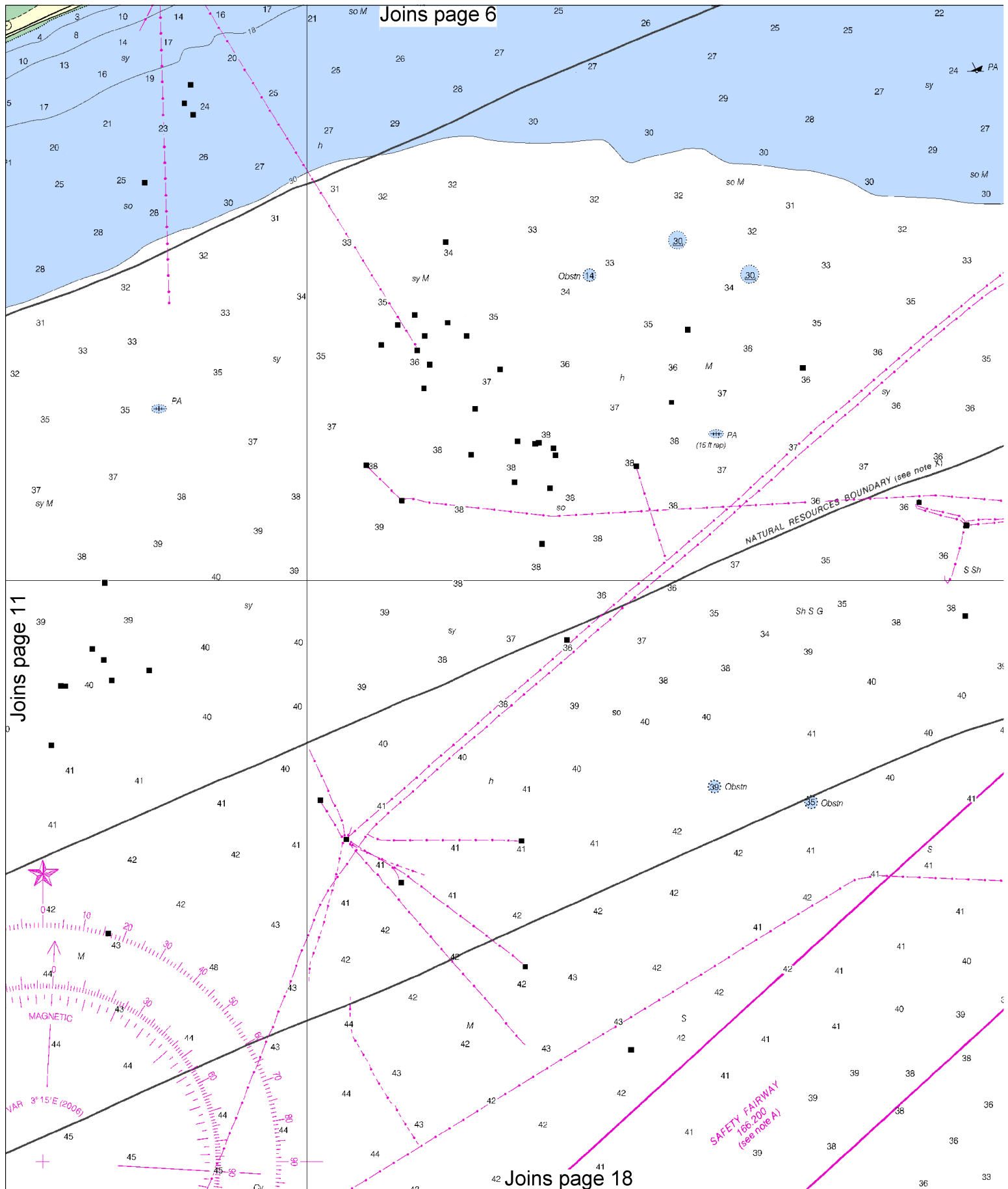
Yards

North

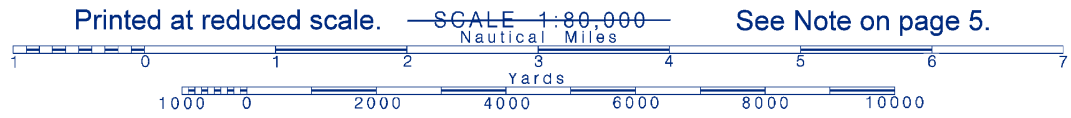
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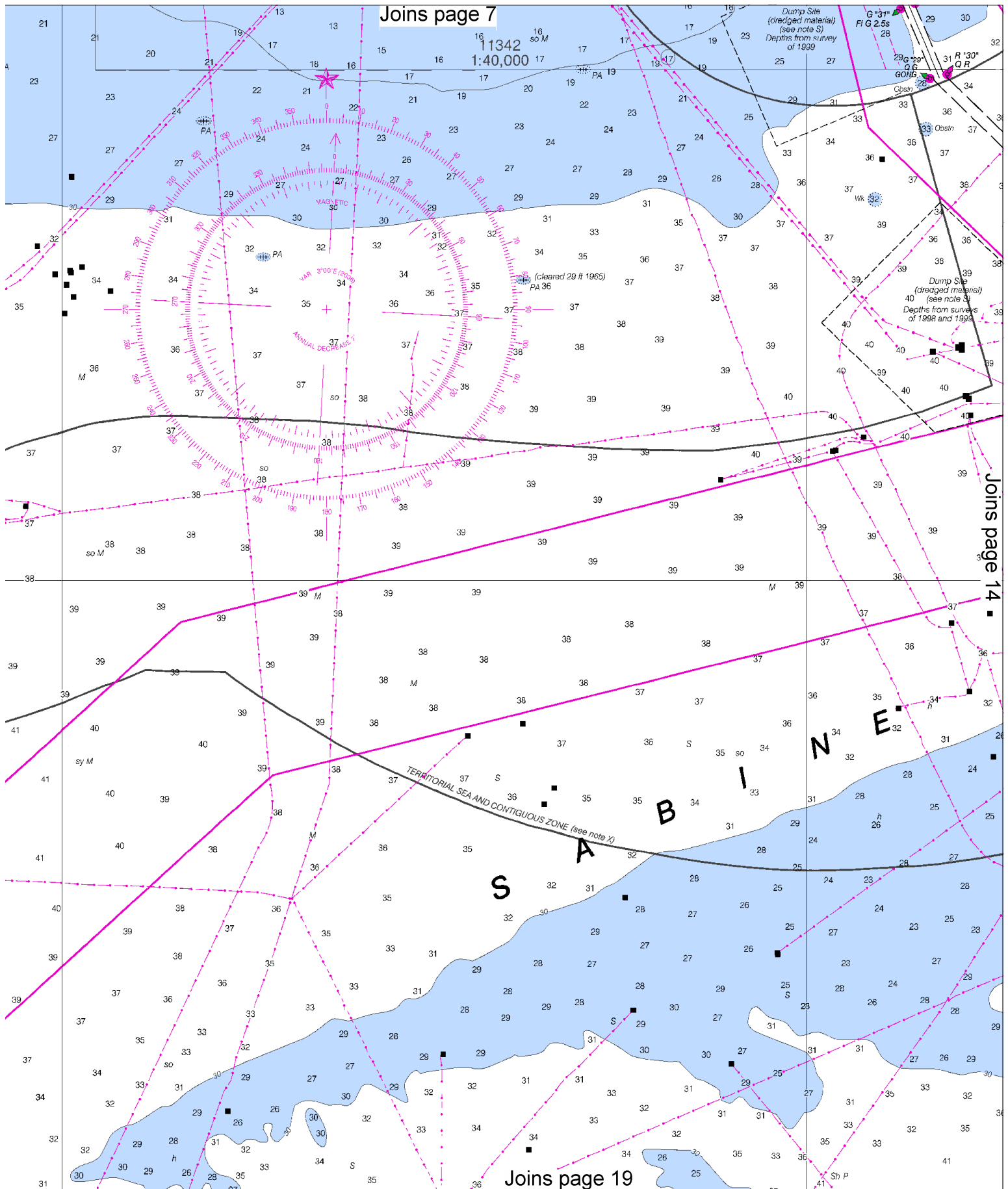


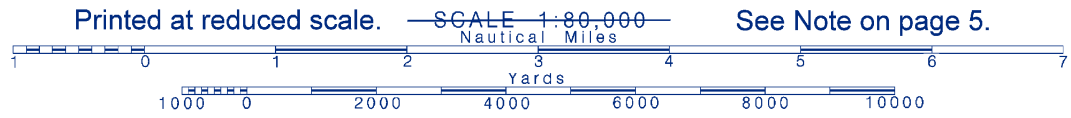
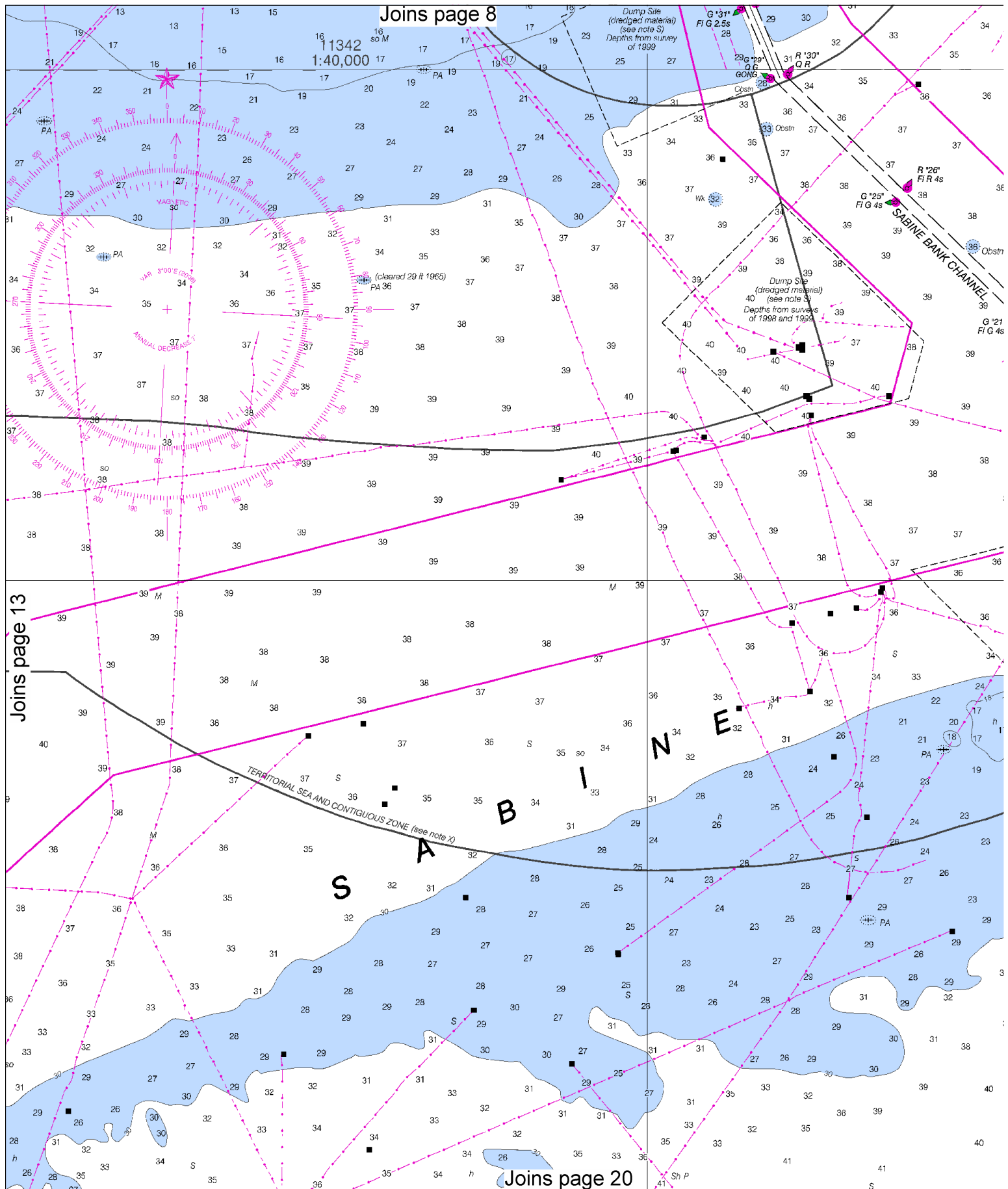


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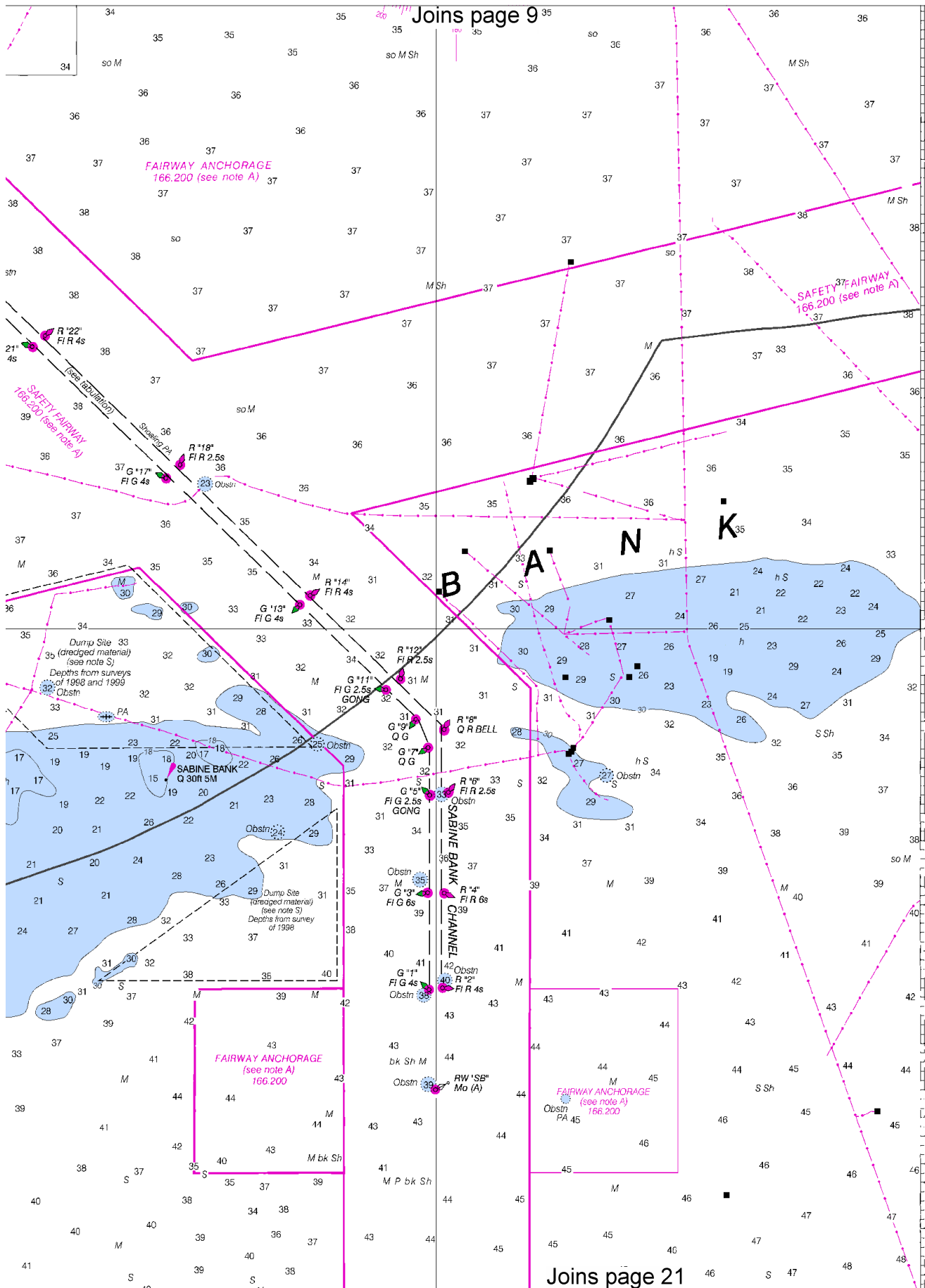


See Note on page 5.





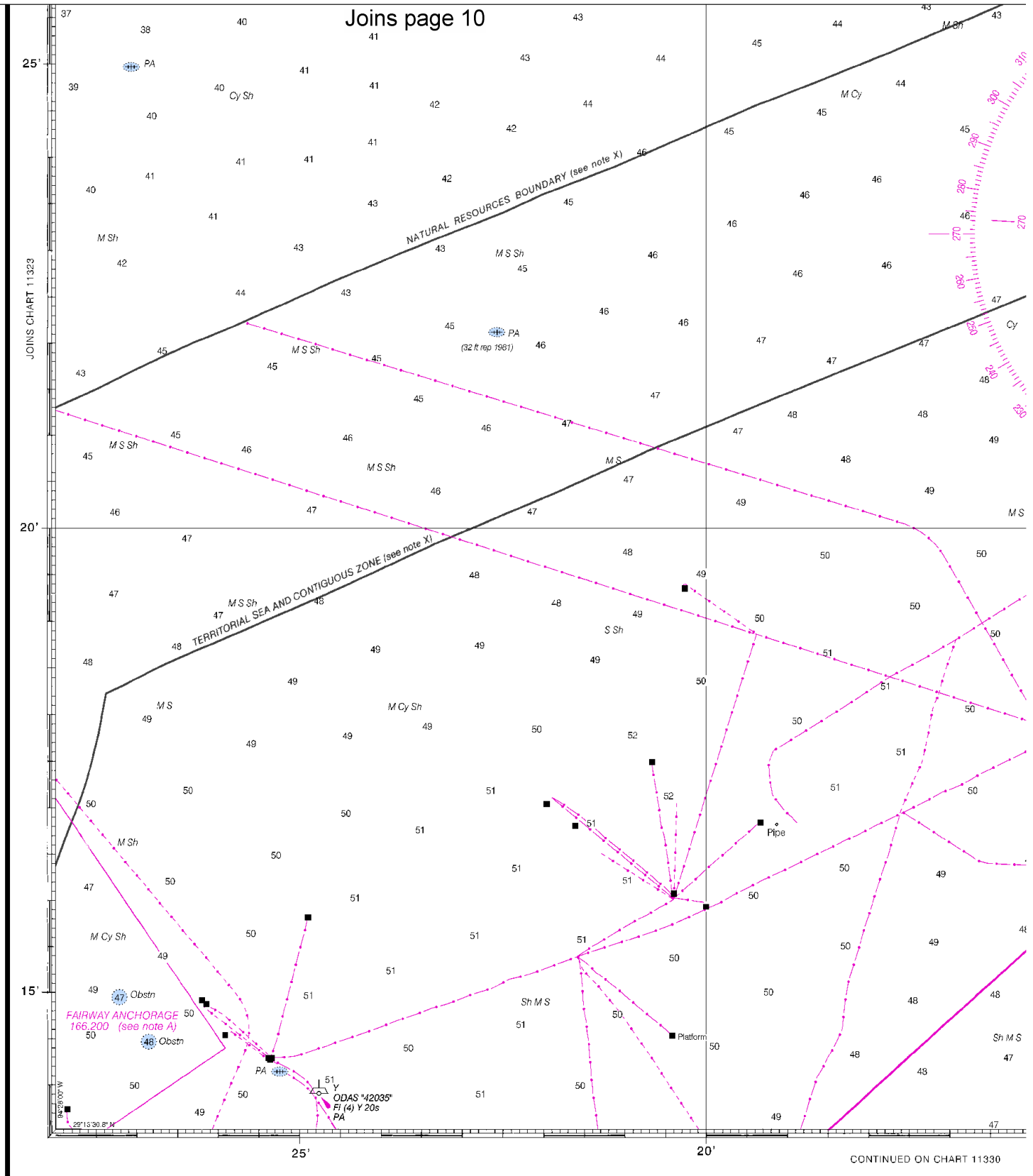
See Note on page 5.



JOINS CHART 11341

29° 30'

25'



30th Ed., Feb. / 06 ■ Corrected through NM Feb. 04/06
Corrected through LNM Jan. 24/06

11332

LORAN-C OVERPRINTED

CAUTION

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This nautical chart has been designed to promote a Ocean Service encourages users to submit corrections, improving this chart to the Chief, Marine Chart Division Service, NOAA, Silver Spring, Maryland 20910-3292.

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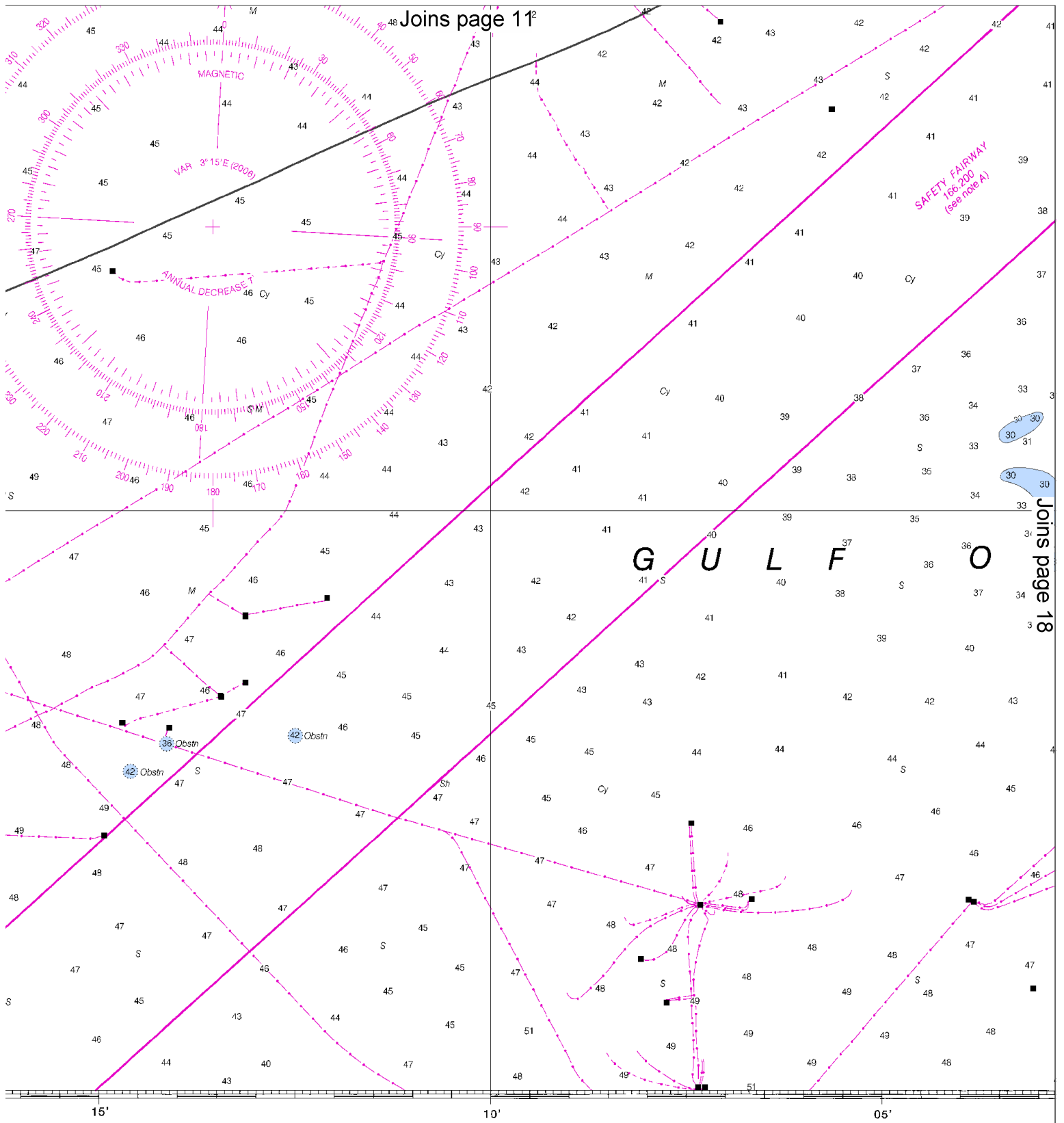


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SCALE 1:80,000

See Note on page 5.

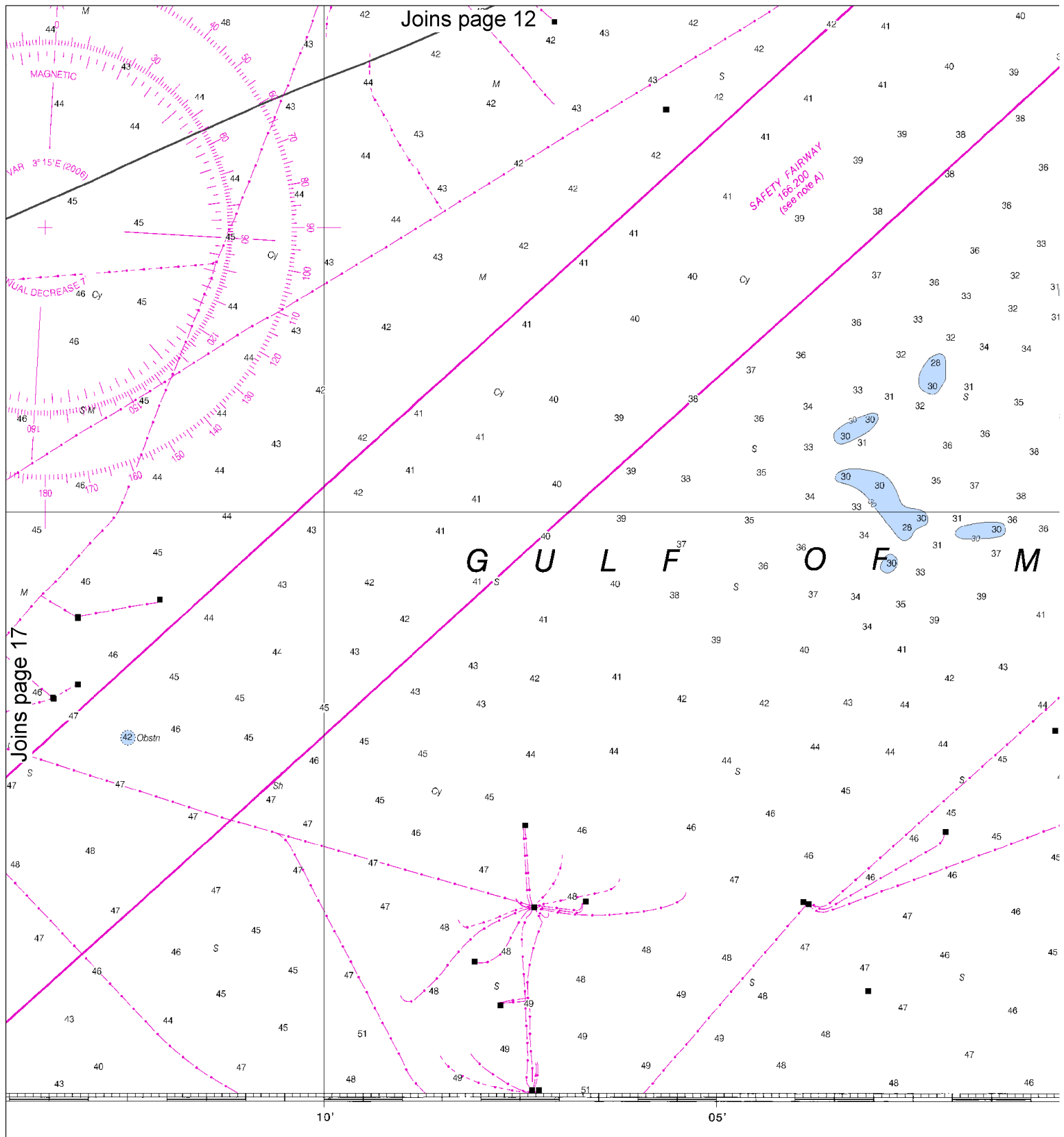




PRINT-ON-DEMAND CHARTS

For safe navigation. The National Ocean Service, additions, or comments for this chart (N/C52), National Ocean Service.

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-684-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.



PRINT-ON-DEMAND CHARTS

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Published at Wash
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
COAST GUARD

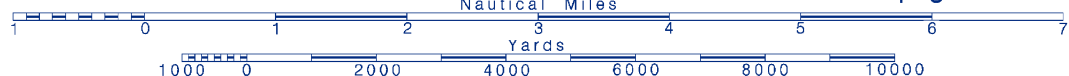
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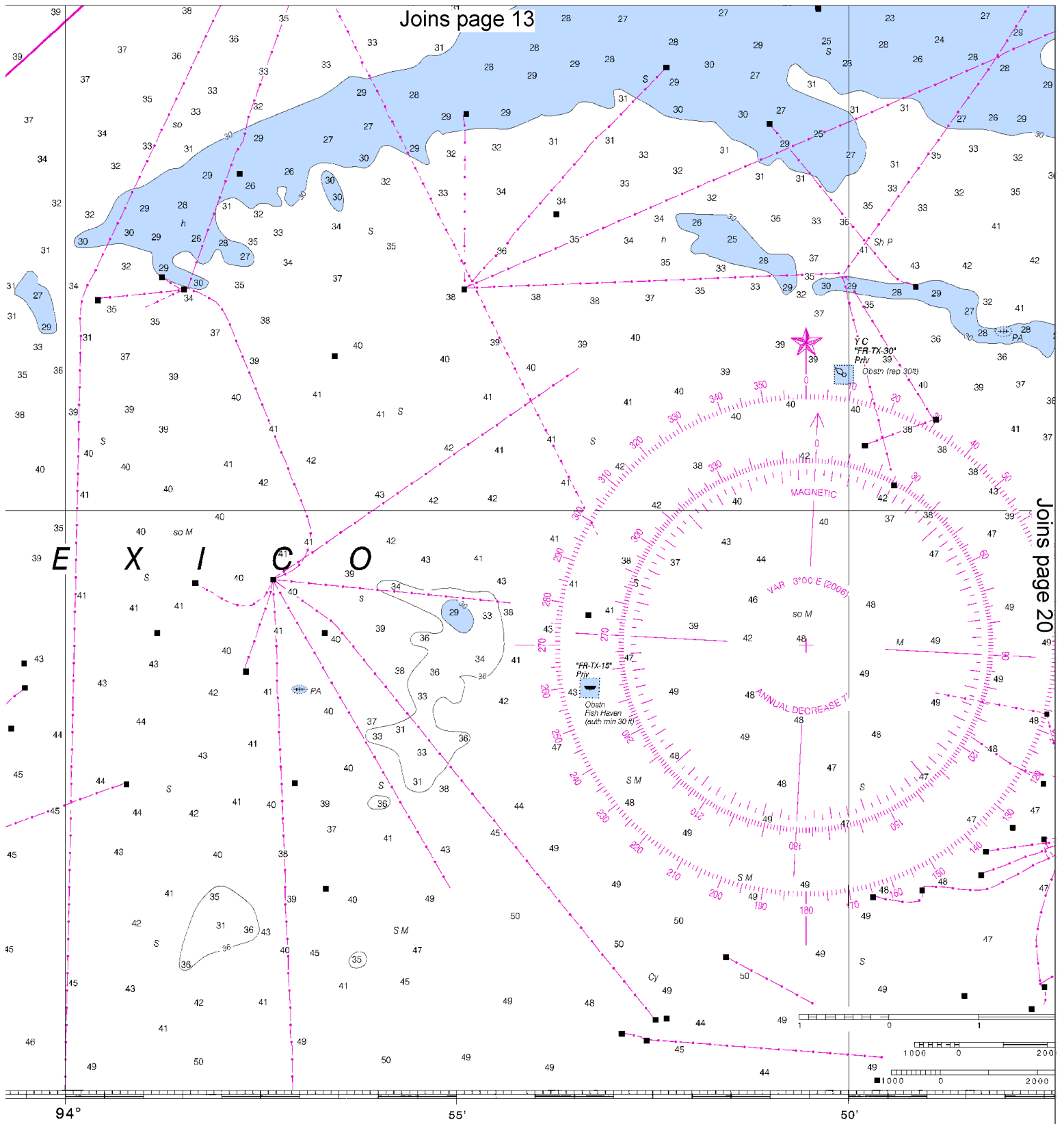


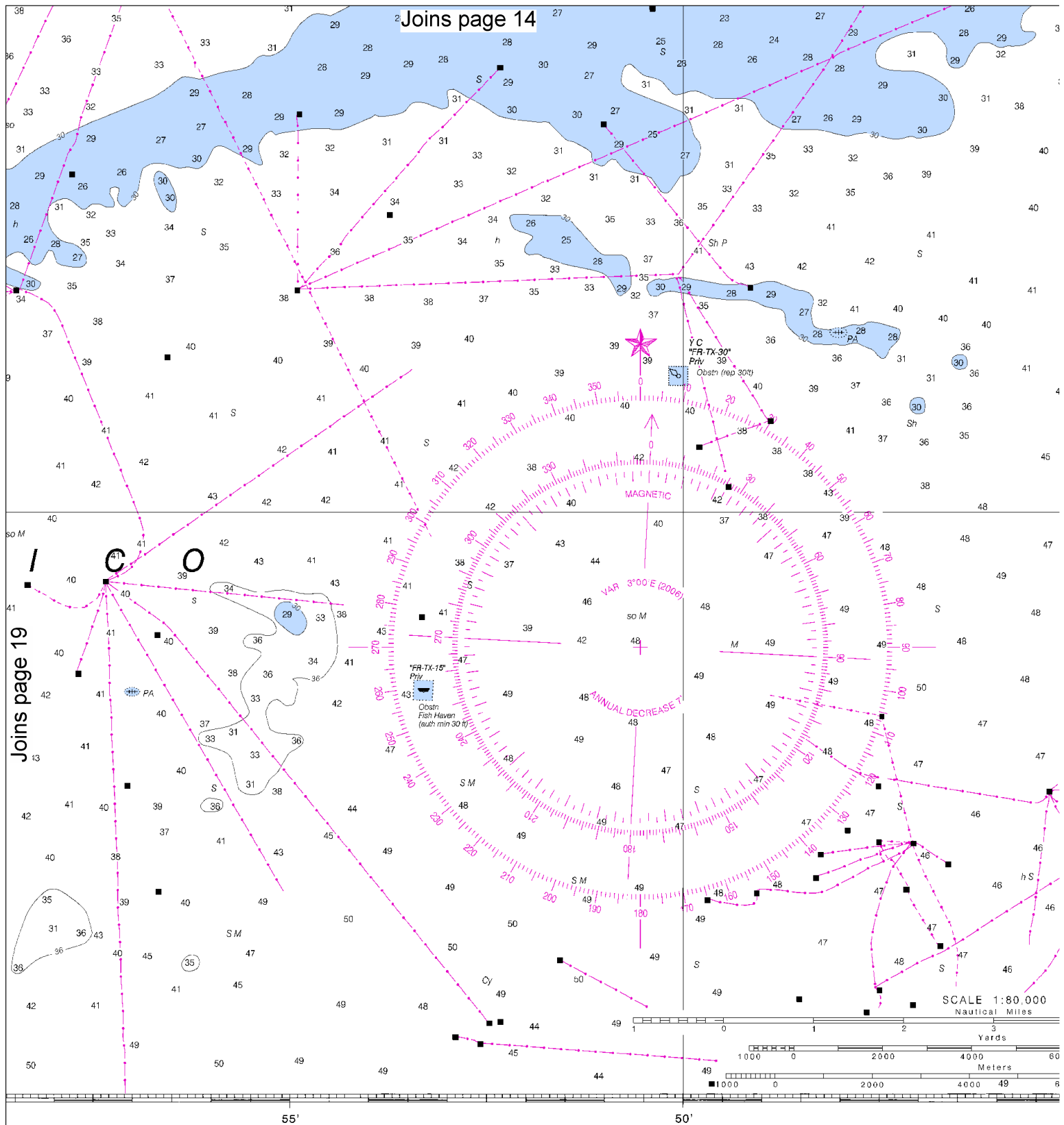
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SCALE 1:80,000
Nautical Miles

See Note on page 5.







SOUNDINGS IN FEET

FATHOMS	
FEET	
METERS	

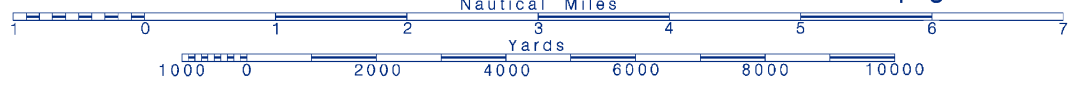
20



Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



FAIRWAY ANCHORAGE
(see note A)
166.200

FAIRWAY ANCHORAGE
(see note A)
166.200

SAFETY FAIRWAY
166.200
(see note A)

FAIRWAY ANCHORAGE
(see note A)
166.200

LORAN LINEAR INTERPOLATOR

ED. NO. 30

NSN 7642014010129
NGA REFERENCE NO. 11AHA11332

Sabine Bank

SOUNDINGS IN FEET - SCALE 1:80,000

11332

LORAN-C OVERPRINTED

21

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Group Galveston– 409-766-5620

Coast Guard Station Galveston – 409-766-5633

Coast Guard Station Sabine– 409-971-2194

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.